WORKS
MOTORSPORTS

# FR-S/BRZ
# Stage 1 “Simple” Turbo Kit
# Installation Instructions

**Table of Contents:**

# Disclaimer:

***Read through the instructions completely before beginning the installation process.***

WORKS prides itself in offering the highest caliber performance products for your Scion/Subaru.

Before beginning the installation process, please inspect the parts ordered for any damage that may have occurred during shipping. If there is any question about the product's condition, please contact WORKS or your Authorized WORKS Dealer.

These instructions outline the steps necessary to install the WORKS FR-S/BRZ turbo kit onto a stock vehicle. Any vehicle modifications done prior to the installation of the FR-S/BRZ turbo kit may affect the installation procedure and cause compatibility issues with the kit. It is recommended to install this kit on a stock vehicle. **WORKS is not responsible for problems or component failures associated with running aftermarket parts or custom ECU tuning in conjunction with the WORKS FR-S/BRZ turbo kit. Following the steps and sequence outlined below is critical to proper kit assembly.**

**Please note the installation process requires proficient mechanical skills. Improper installation of WORKS performance parts can have serious consequences. When in doubt, please contact WORKS or your Authorized WORKS Dealer for a service center near you to assist with the installation of WORKS performance products**

# Parts List:

| **Compressor Inlet Assembly** | Quantity |
|---|---|
| Compressor Inlet Tubing Segment #1 | 1 |
| Compressor Inlet Tubing Segment #2 | 1 |
| Worm-Drive Hose Clamp, 70-90 size, 9mm band | 1 |
| Worm-Drive Hose Clamp, 60-80 size, 9mm band | 3 |
| Worm-Drive Hose Clamp, 50-70 size, 9mm band | 2 |
| Strip of Adhesive-Back Rubber | 1 |
| Silicone Reducer, 3.0" to 2.5" - Black | 1 |
| Silicone Reducer, 90° bend - 2.5" to 2.25" - Black | 1 |
| Silicone Reducer, 2.5" to 2.25" - Black | 1 |

**Turbocharger Assembly**

| | |
|---|---|
| GT28 Journal Bearing Turbo with wastegate actuator | 1 |
| Gold Oil inlet fitting for GT28/30/35R with built-in restrictor | 1 |
| Worm-Drive Hose Clamp, 12-22mm size, 9mm band | 2 |
| Spring Hose Clamp, 7/16" size | 2 |
| 90° Cast Stainless Oil Drain Elbow w/ o-ring boss | 1 |
| Turbo Compressor Inlet + Outlet Adapter Flange Package | 1 |
| Stainless Steel Oil Feed AN Hose | 1 |
| Turbo Oil Drain / Return Pipe | 1 |
| Turbo Water Banjo Bolt Kit | 2 |
| Button-Head Cap Screws M8 x 1.25 x 20mm | 2 |
| Hex Screw - M814mm Long for oil drain flange | 2 |
| Black M6x1x16 Flanged Socket-head capscrew for turbo bracket | 3 |
| M6 Plain Washer | 3 |
| M6x1 Nylock Flange Nut | 1 |
| Rubber Tubing, 1/4" ID for compressor outlet to wastegate | 1 |
| Standard Nylon Cable Ties | 10 |
| 5/8" ID Silicone Oil Drain Hose | 1 |
| -4AN to 12mm x 1.25 Metric Straight Adapter | 1 |
| WORKS billet cam cover plate, Subaru FA-20 - RH | 1 |
| WORKS turbocharger mounting bracket | 1 |
| Spring hose clamps, 5/16" for heater hose | 2 |
| 5/16" Heater Hose for coolant feed | 1 |
| 5/16" Heater Hose for coolant return | 1 |
| Thermo-Tec Express Heat shielding sleeve 1" Diameter, 3 ft length | 1 |
| Thermo-Tec Express heat shielding sleeve 1.5" Diameter, 1.5 ft length | 1 |
| Battery heatshield | 1 |

**Compressor Outlet Assembly**

| | |
|---|---|
| Worm-Drive Hose Clamp, 12mm wide, 50-70mm range W2 | 3 |
| Worm-Drive Hose Clamp, 12mm wide, 60-80mm range W2 | 2 |
| Worm-Drive Hose Clamp, 12mm wide, 70-90mm range W2 | 1 |

| | |
|---|---|
| Silicone Tube, 2.65” straight | 1 |
| Silicone Reducer, 2.5" to 2.0" - Black | 1 |
| Silicone Reducer, 3.0" to 2.5" - Black | 1 |
| Finned Aluminum Extrusion Tube 2" ID | 1 |
| Angled Aluminum U-Pipe | 1 |

**Diverter Valve Assembly**

| | |
|---|---|
| 2.3" Length Straight Silicone Hose 1.00" ID | 1 |
| 4.0" Length Straight Silicone Hose 1.00" ID | 1 |
| Worm-Drive Hose Clamp, 20-32 size, 9mm band | 4 |
| Worm-Drive Hose Clamp, 8-16 size, 9mm band | 3 |
| Rubber Vacuum Tubing 3/16" ID, 27" length | 1 |
| Stainless Steel Barbed Reducing Tee for 3/8" x 1/4" Tube ID | 1 |
| Diverter Valve | 1 |
| 3/8" Goodyear Heater Hose 64997 for booster 1.75" long | 1 |
| Spring Clamps for Diverter Valve Line | 2 |

**Up Pipe Assembly**

| | |
|---|---|
| WORKS Mandrel-Bent Up Pipe | 1 |
| Rectangular T25/GT25 Inlet Gasket | 1 |
| Metric Jetnut, M8x1.25 | 4 |
| 2-Bolt High Temperature Exhaust Gasket (2.5" I.D) | 1 |
| ARP Chromoly Bolts + Washers M8 x 1.25 x 35 | 4 |
| M10 x 1.25 Flange Nut | 2 |

**Downpipe Assembly**

| | |
|---|---|
| WORKS Turbocharger Downpipe | 1 |
| Steel Gasket, 5-Bolt for Garrett T25 Turbine Housing | 1 |
| Metric Jetnut, M8x1.25 | 1 |
| 2-Bolt High Temperature Exhaust Gasket (2.5" I.D) - Vibrant | 1 |

| | |
|---|---|
| ARP Chromoly Bolts M8 x 1.25 x 35 | 4 |
| Flange Bolt M10 x 1.25 x 35 | 2 |
| M10 x 1.25 Flange Nut | 2 |

**PCV System Extension**

| | |
|---|---|
| Nylon Straight Barbed Tube Fitting for 1/2" Tube ID | 1 |
| Spring-loaded hose clamps | 4 |
| Heater Hose 2.375" length 1/2" ID | 2 |

**Alternator Connection Relocation Assembly**

| | |
|---|---|
| Male-Female Thread Adapter, M6x1.0 Female to M8x1.25 Male | 1 |
| Insulated Vinyl Sleeve, 0.75” length | 1 |
| Split Lock Washer, M6 size | 1 |

# Pre-Installation Preparation:

Ensure you have the ability to flash your vehicle with EcuTek, OpenFlash Tablet or brzEdit. Regardless of which tool you are using, your very first step should be reading your ROM ID from your ECU by plugging in and using your respective software to do so. This information must be provided to WORKS before you receive any tune files. Send the file to engineering@worksmotorsports.com. This is good to do before beginning installation to save time once the kit is installed.

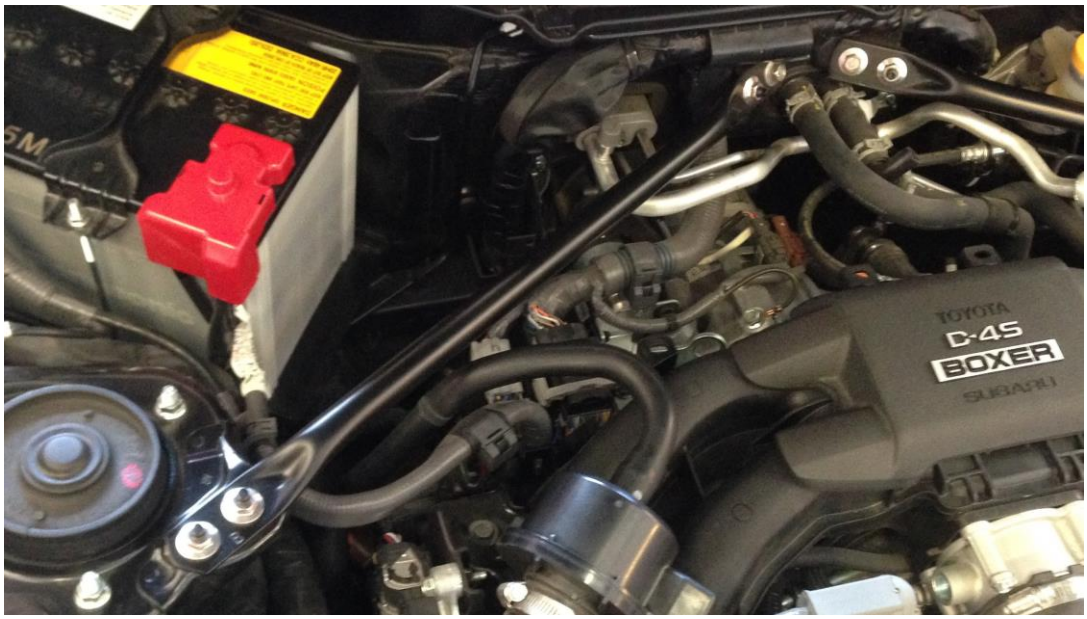
Minimum octane rating of 91 (R+M)/2 required.

WORKS recommends use of full synthetic 5W-30 synthetic engine oil in conjunction with this kit. Vehicles that see extreme climates may require a different oil grade for optimum engine operation.

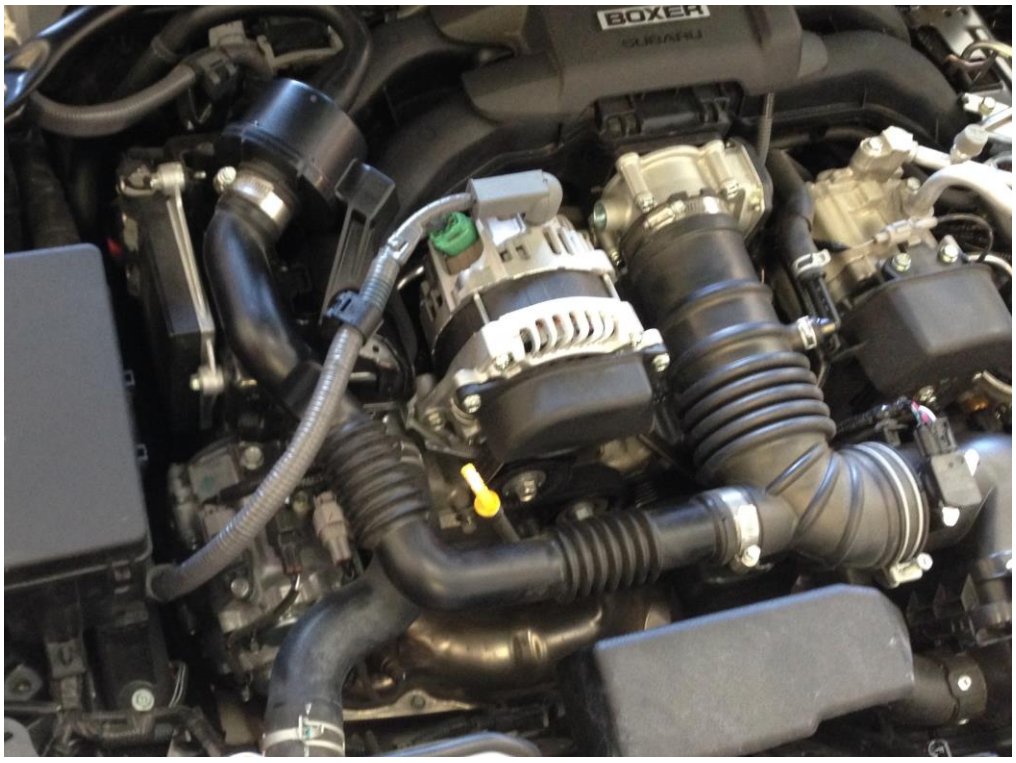
WORKS highly recommends using stiffer aftermarket engine mounts in conjunction with this kit for competition, track, or aggressive street use.

# 1. Top-Side Engine Bay Preparation

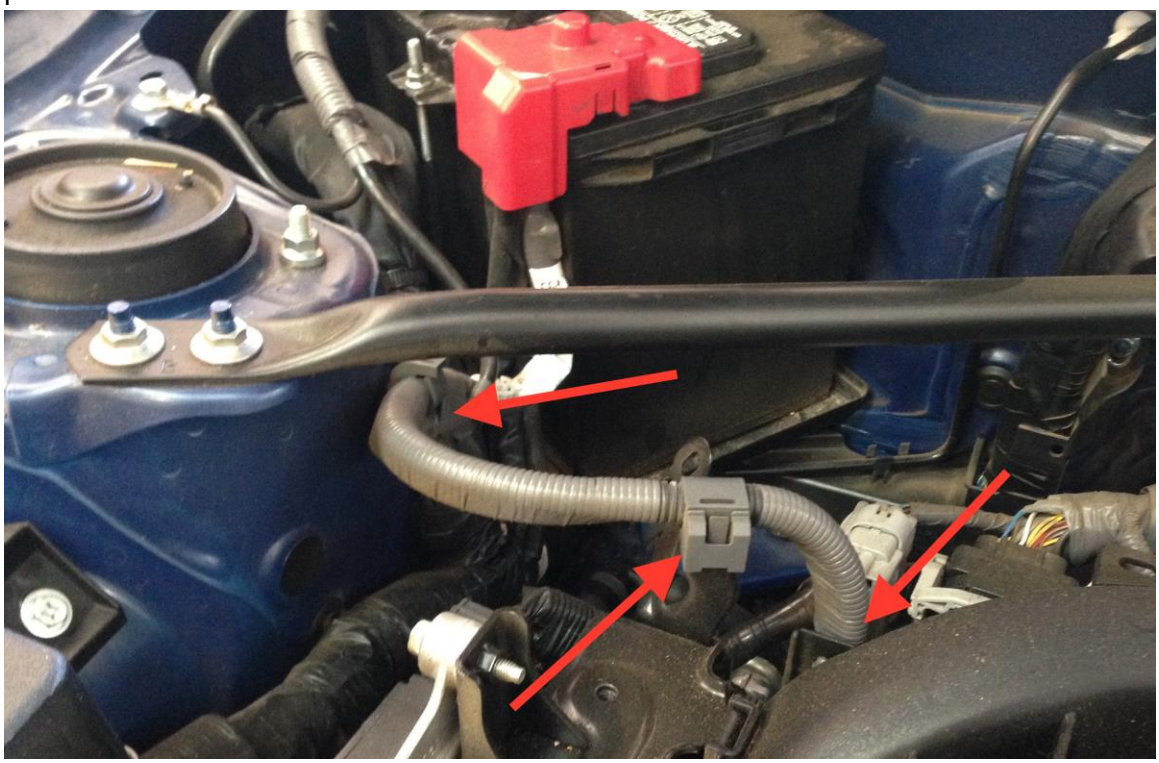
Disconnect both battery leads. Remove the passenger-side brace bar that connects the shock tower to the firewall.



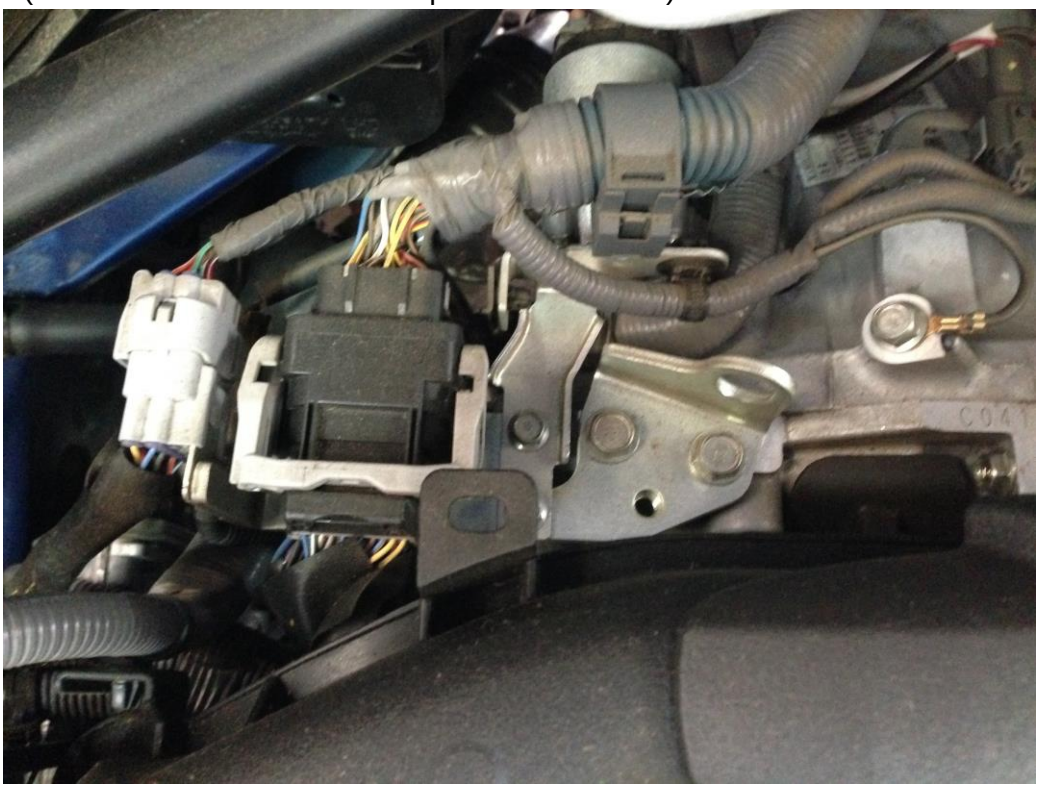

Remove noise generator and intake tube. The noise generator is secured by two 10mm-head bolts on top of the injector cover, two push-lock plastic connectors, and by a pull-to-remove grommet connection in a pocket below the firewall. Remove the intake tube by loosening the two large hose clamps on either end as well as the PCV connection, held by a spring-loaded clamp.



Separate the three tie-down points for the grey battery cable: one push-lock connector on the shock tower, one slide-lock connector on the injector cover bracket, and one push-lock connector behind the intake manifold.



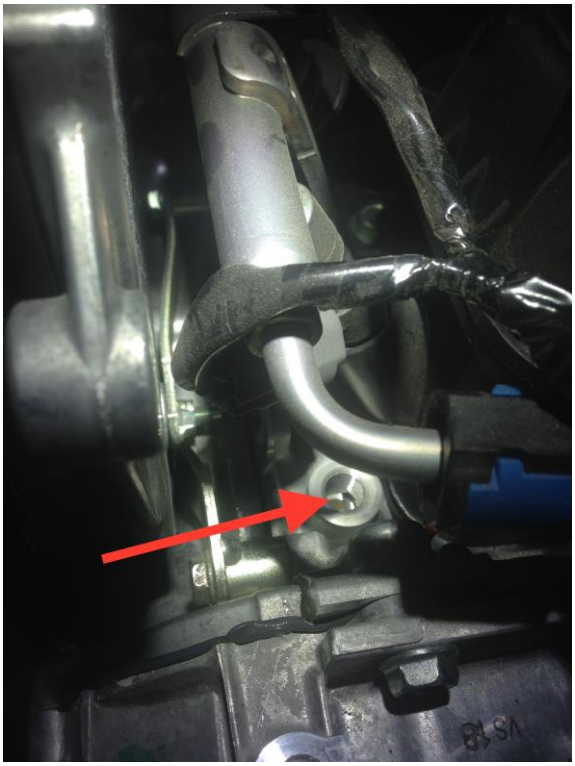
Remove the two 14mm-head bolts holding down the gold wiring harness bracket. Release the wiring harness connections attached to it and remove the bracket from vehicle. **Optional:** Remove bracket and cut leaving engine hoist eyelet and 3 closest holes (2 14mm-head bolt holes and open threaded hole). Reinstall to retain bracket.



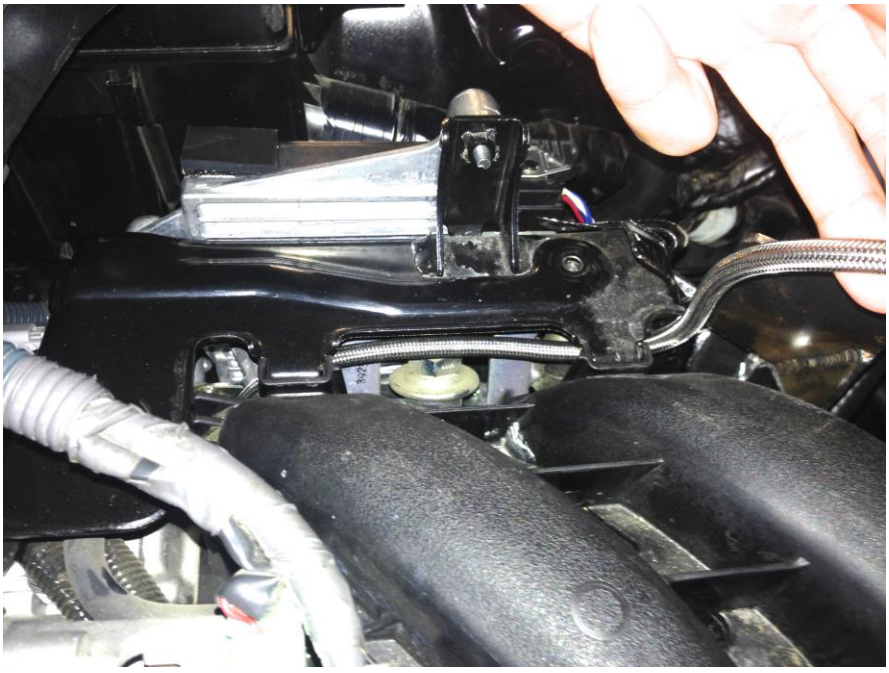
Separate the injector computer from the injector cover by removing the three 10mm-head bolts. Remove the two 12mm-head bolts that fasten the injector cover to the engine block. Release the slide-lock plastic connector holding the alternator cable to the injector cover's front bracket. Remove injector cover.

Using a vice or channel locks, bend the two rear bracket tabs forward until they are nearly flush with the top surface of the injector cover - this will make room for the turbocharger. You may remove these two tabs entirely with a cutoff wheel if desired.

Locate the oil port pictured. This port is plugged with a 14mm-hex head bolt and resides underneath passenger side injector cover plate, near the front of the engine. Remove the plug, saving the factory crush washer.



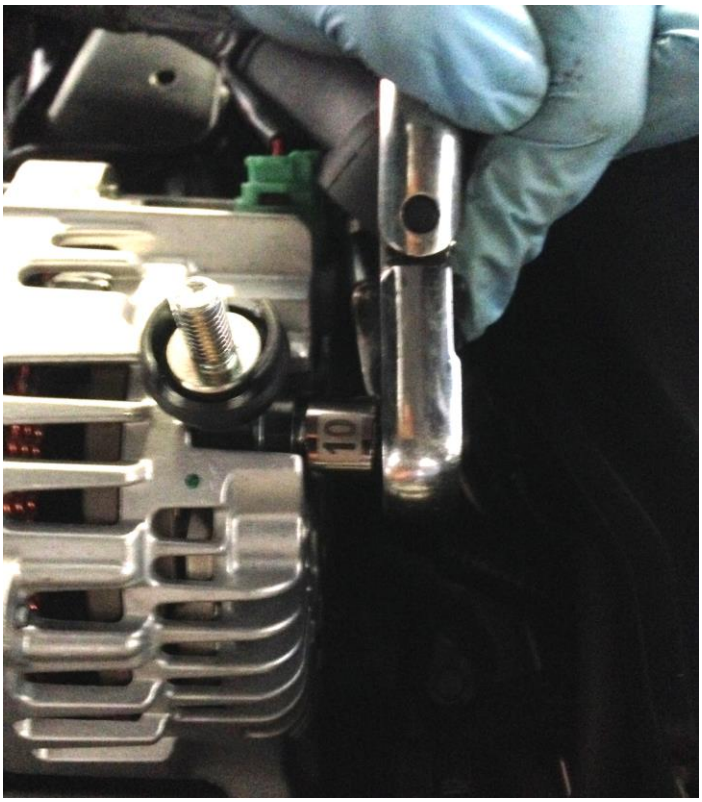
Locate the supplied oil fitting adaptor, and install it into the same hole, using the supplied new crush washer. Tighten this connection until snug. Locate the supplied stainless-braided oil line, thread the end with the straight fitting onto the adapter, and tighten. Reinstall the injector cover, routing the oil line out the rear as shown below. Reinstall the three 10mm-head bolts holding on the injector computer, and the **front** 12mm-head bolt. Leave the rear 12mm-head bolt out at this time.



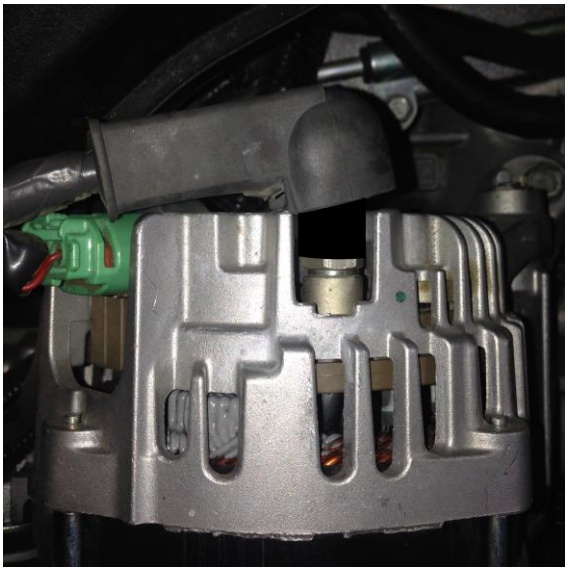
## 2. Alternator Tab Relocation:

Ensure the battery has been disconnected before proceeding. Slide back the gray rubber shroud cap on the alternator cable.

Remove and save the nut and lockwasher that fasten the alternator cable. Remove the circular cap on the backside of the black plastic alternator tab, and then remove the nut underneath it using a 10mm socket. Remove the black plastic connector assembly from alternator.



Slide the provided 6mm split lockwasher onto the stud that protrudes horizontally out of the rear of the alternator body. Thread on the provided alternator stud extension piece and tighten. Slip the provided piece of rubber tubing over the alternator stud extender. Re-attach the alternator contact tab and fasten using the original nut and lockwasher.



Re-attach the alternator cable to its bracket on the injector cover. It may be necessary to reposition the plastic slide-lock connector on the alternator cable to give additional slack. Ensure there is no contact between the alternator cable and the alternator housing, as this can cause an electrical short. Slide the gray rubber shroud back over the connection.

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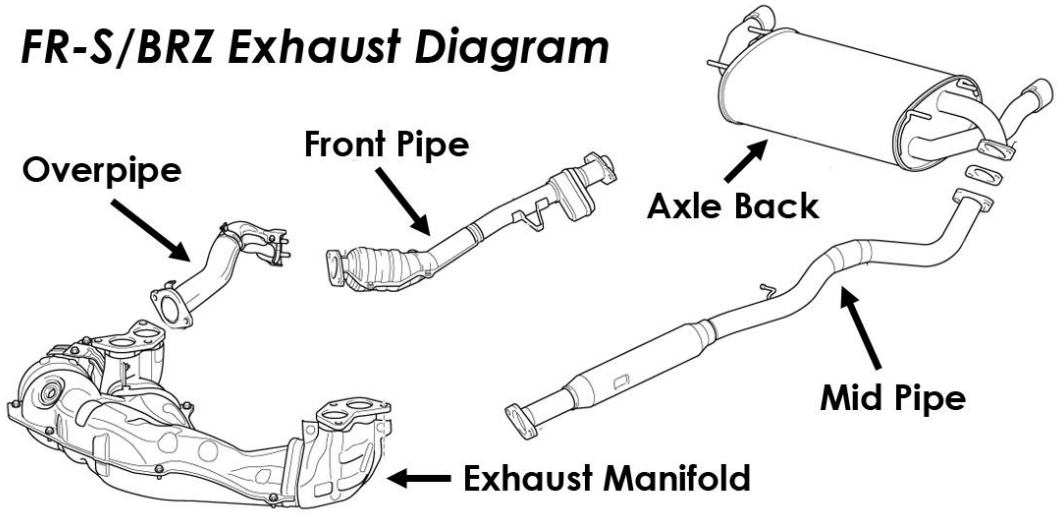
## 3. Bottom-Side Engine Bay Preparation:

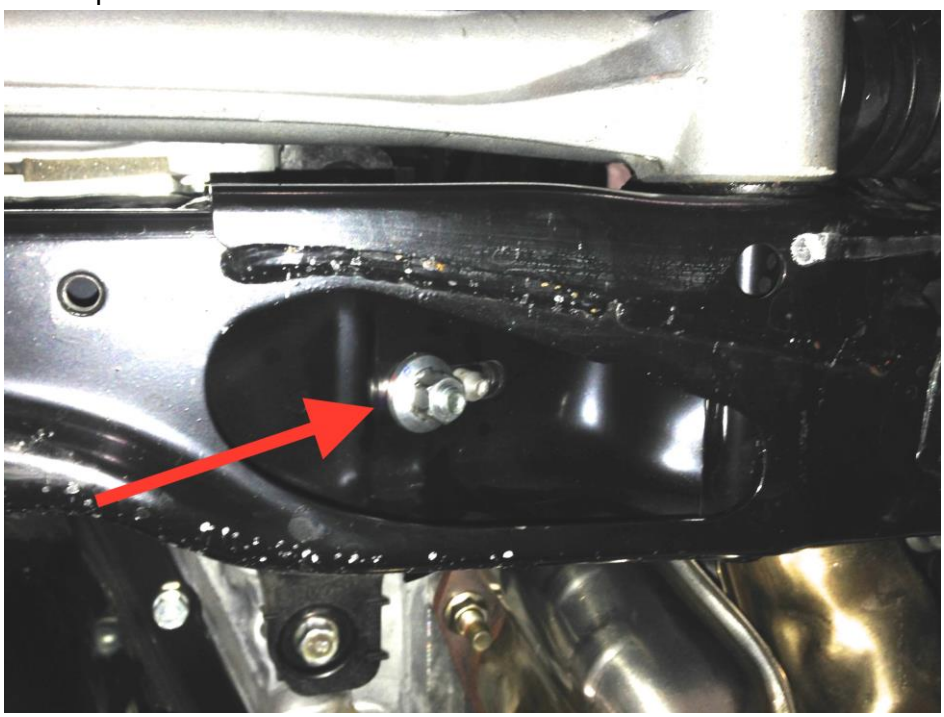
Raise car using a lift or jackstands. Ensure proper jacking points and procedures are utilized. Remove aluminum and fiberglass undertrays. Unbolt the junction between front pipe and overpipe by removing the two 14mm-head hex nuts. Unbolt the connection between exhaust header and overpipe, also secured by 2x 14mm hex nuts.



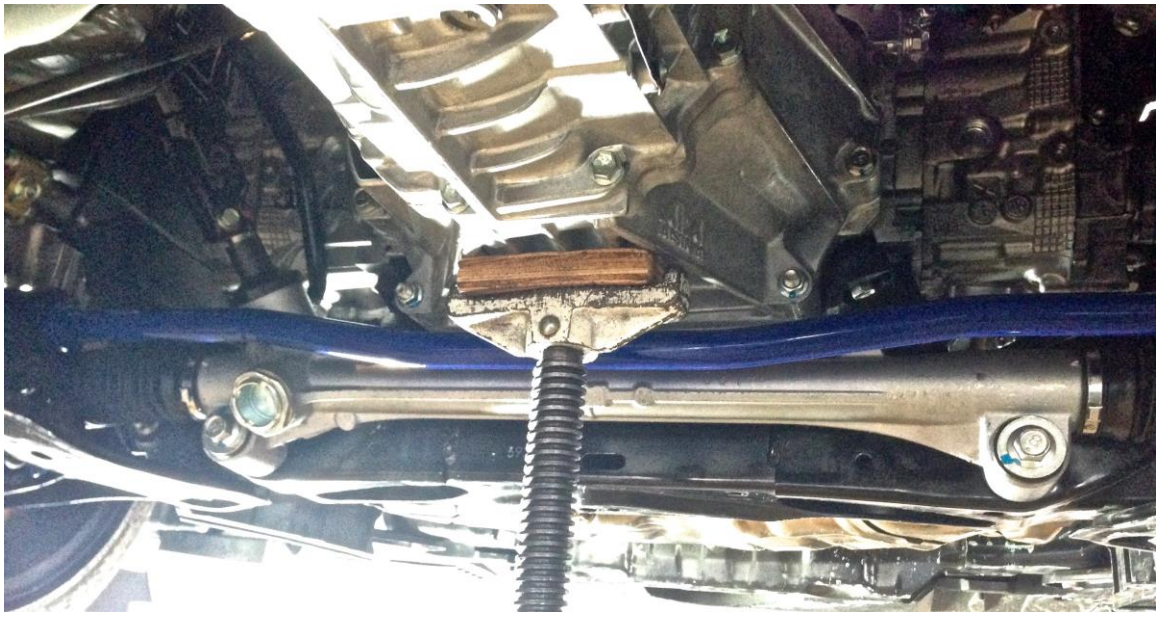

**WARNING:** Exhaust hardware is prone to seizing, even on fair-climate cars. It is recommended to use penetrating fluid and a box-end wrench to avoid damaging fasteners.

Remove the single 14mm-head bolt that fastens the front pipe as shown. Secure the exhaust to vehicle body using a bungee cord; do not let exhaust hang freely. Loosening this connection provides additional clearance at the front of the car to aid installation.

Remove overpipe. The overpipe is often difficult to remove due to space constraints. To gain additional clearance, remove the two 14mm-head engine mount nuts inside the front subframe pockets shown below.



Using a screw jack or floor jack, gently raise the engine/transmission out of the chassis about 1”. Use the transmission bellhousing as a jacking point as shown below. Do not to put excessive pressure on the jack point; 1” of lift provides enough additional clearance to easily remove the overpipe.



After removing overpipe, lower engine back onto mounts and re-install 14mm-head nuts in subframe. Torque nuts to 33 foot-pounds. Ensure alignment dowels properly enter slots when lowering engine back down.

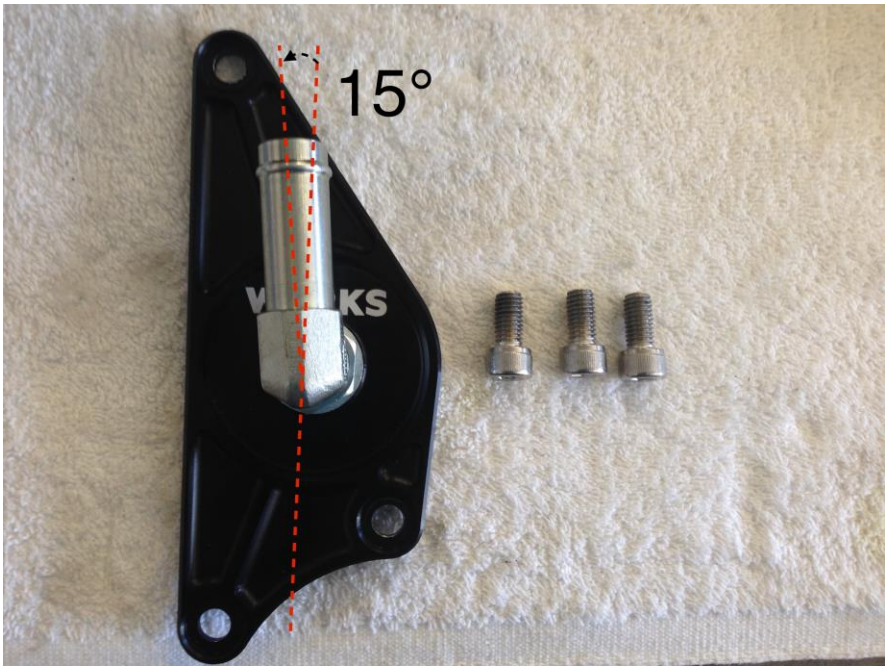
## 4. Cam Plate Installation:

Locate the cam plate pictured below. This piece is located on the passenger side rear of the engine block, and is held on by three 12mm-head bolts.

Remove the three bolts and gently pry the cam plate off the block. It is factory-sealed to the block with silicone sealant, so it may require some effort to remove. Exercise caution when removing the plate and be careful not to mar the engine block's aluminum sealing surface upon removal. Once the cam plate is removed, clean all silicone sealant from the engine block, again taking care not to scratch or gouge the sealing surface.

Use a non-marring plastic gasket scraper, along with a rag sprayed with brake cleaner. Clean out the circular oil port to remove any residual gasket material.

Thread the fitting into cam plate and orient as pictured - the barbed tube should point approximately 15 degrees left of vertical. Tighten the jamnut. Do not overtorque; this fitting only needs to be snug.



Apply a light film of engine oil to the large rubber o-ring and install it onto the backside of the plate. Install the new cam plate onto the engine using the supplied hardware. Tightening torque is 15 ft-lbs.

## 5. Turbocharger Preparation:

Note: Proper shielding of all wiring in the vicinity of the turbocharger is critical to the safety and longevity of the vehicle. Failure to shield and secure all wiring properly can result in a safety hazard or wiring harness damage.

Find the two supplied lengths of heat shielding wrap. One supplied segment is wider than the other (5.25” wide vs. 3.75”). Cut a 17” length from the narrower, 3.75” heat wrap. Locate the thick gray cable (A in diagram on next page) that runs from the battery to the wiring harness junction on the passenger side rear of the engine. Remove the three plastic gray connectors on this cable, then wrap with the 17” length of heat shielding. Ensure that the wrap reaches all the way to the wiring junction behind the intake manifold. Secure wrap with the supplied zipties.

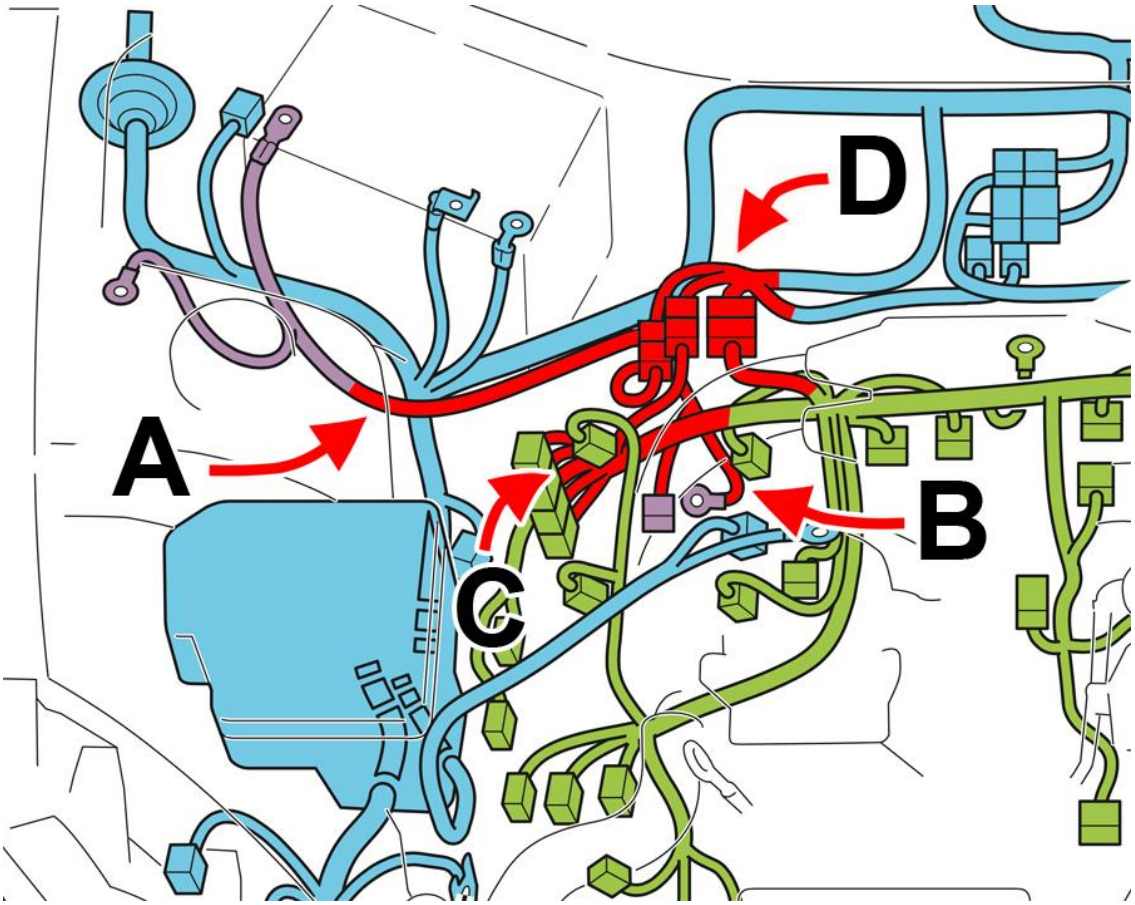
Cut a 10” length from the narrow, 3.75” wrap. Use this wrap on the transmission cable that extends from the wiring harness junction downward to the transmission grounding cable (B in diagram below) on the passenger side of the transmission bellhousing. Secure with zipties, ensuring the entire cable segment is shielded.

Cut a 6” length from the wider, 5.25” wide heat wrap. Use this wrap to secure the bundle of wiring that extends from the harness junction behind the intake manifold to the injector

computer (C in diagram below). Ensure that the entire wiring assembly is covered. Secure with supplied zipties.

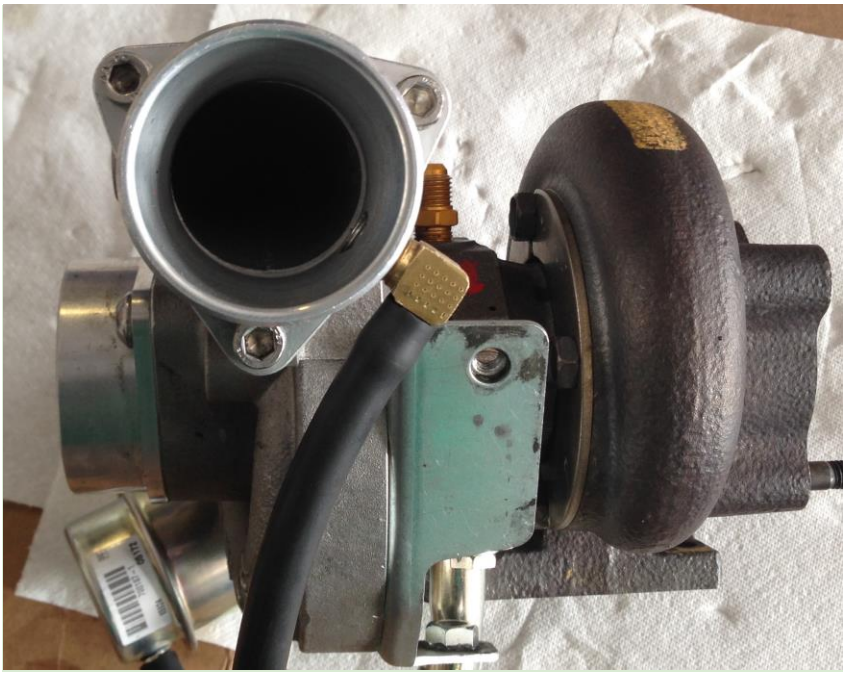
Bundle the three wiring harness connectors that were previously attached to the gold wiring harness bracket. Cut two 6” pieces of the 5.25” wide wrap and connect them end-to-end, creating a single piece 6” inches long and roughly 10” wide. Use this to wrap the connector assembly (D in diagram below). Secure using supplied zipties.

Use the remaining heat wrap to cover up any additional exposed wiring. Ensure that all wiring segments shown in red in the diagram below are fully shielded. Once the wiring harness is fully wrapped, it may be necessary to secure the harness to the transmission/intake manifold using zipties so that it does not come near exhaust piping during vehicle operation.

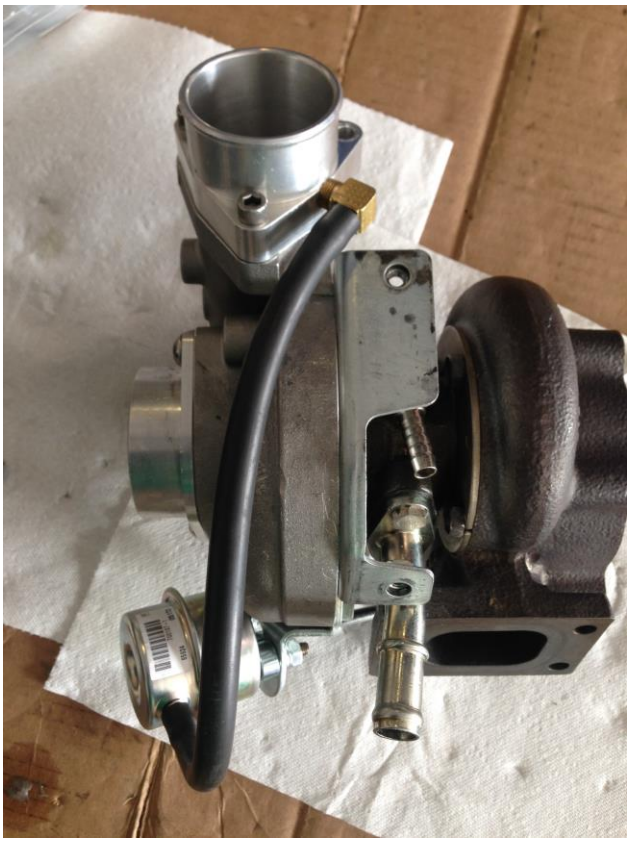


Unpack the bag containing the two aluminum turbocharger flanges. Install the rubber o-rings into their respective flanges. Install the 2.5” aluminum flange onto the turbocharger compressor inlet using the supplied hardware.

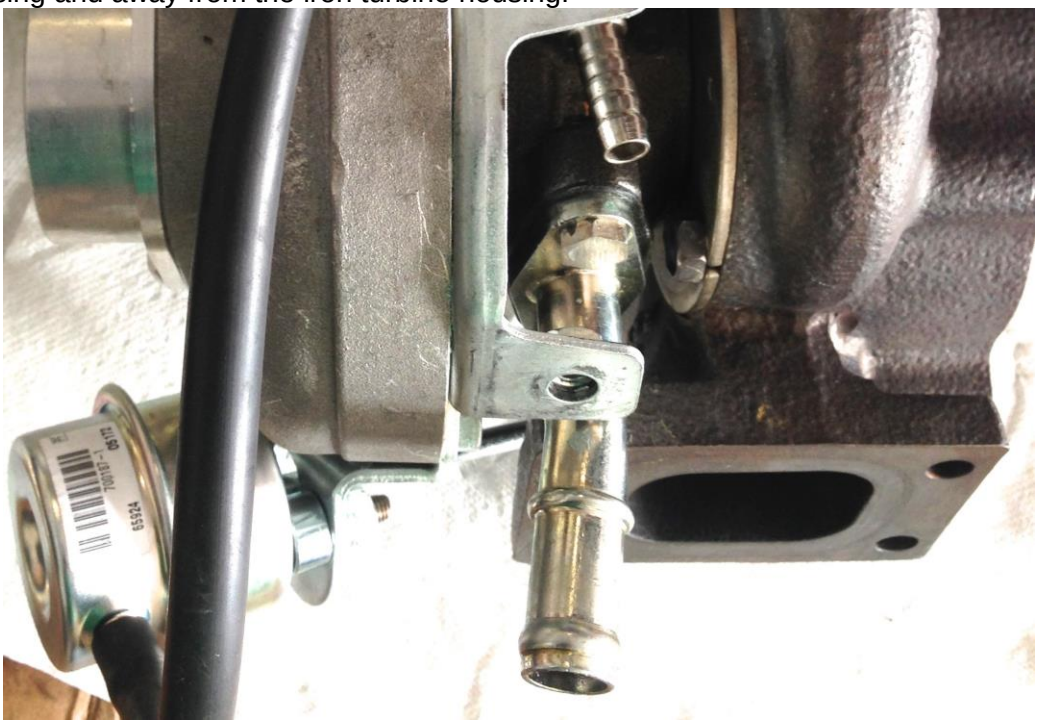

Install the brass fitting into the compressor outlet flange and tighten until snug. Install the 2.0” aluminum flange onto the turbocharger compressor outlet flange in the orientation shown.



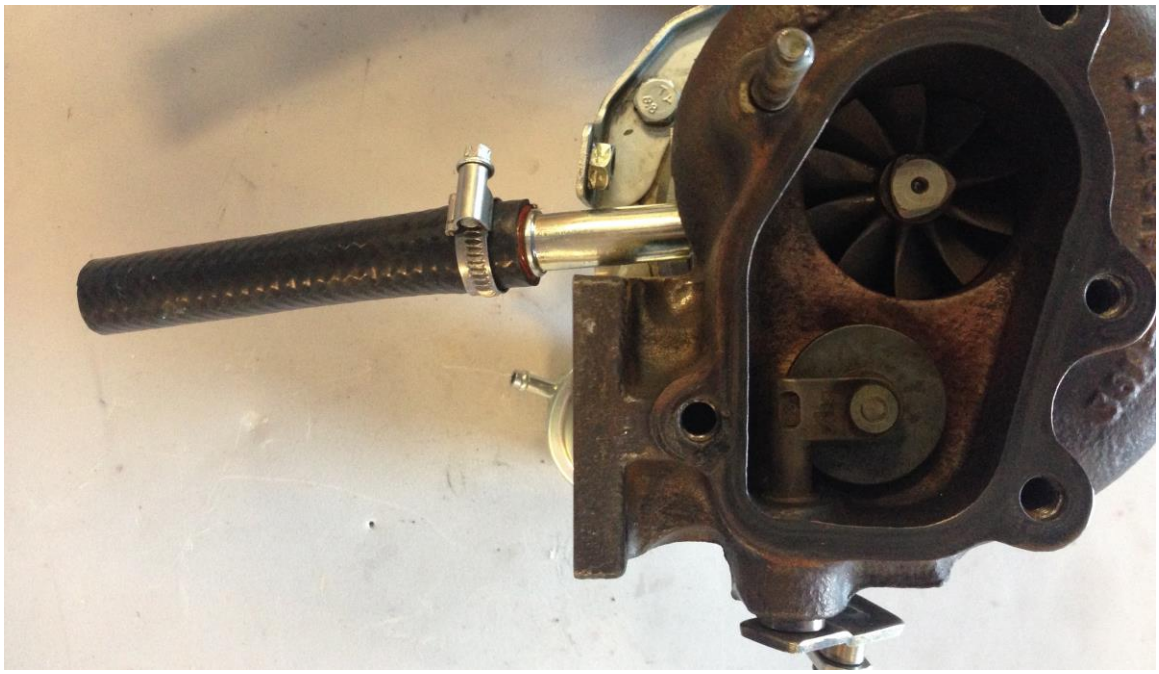
Run the supplied vacuum tubing from the brass fitting on the compressor outlet to the wastegate, routing as shown. Secure using the spring clamps provided.



Install the oil drain tube onto the turbo's oil drain flange using the supplied gasket and fasteners. Orient the oil drain tube so that it curves towards the aluminum compressor housing and away from the iron turbine housing.

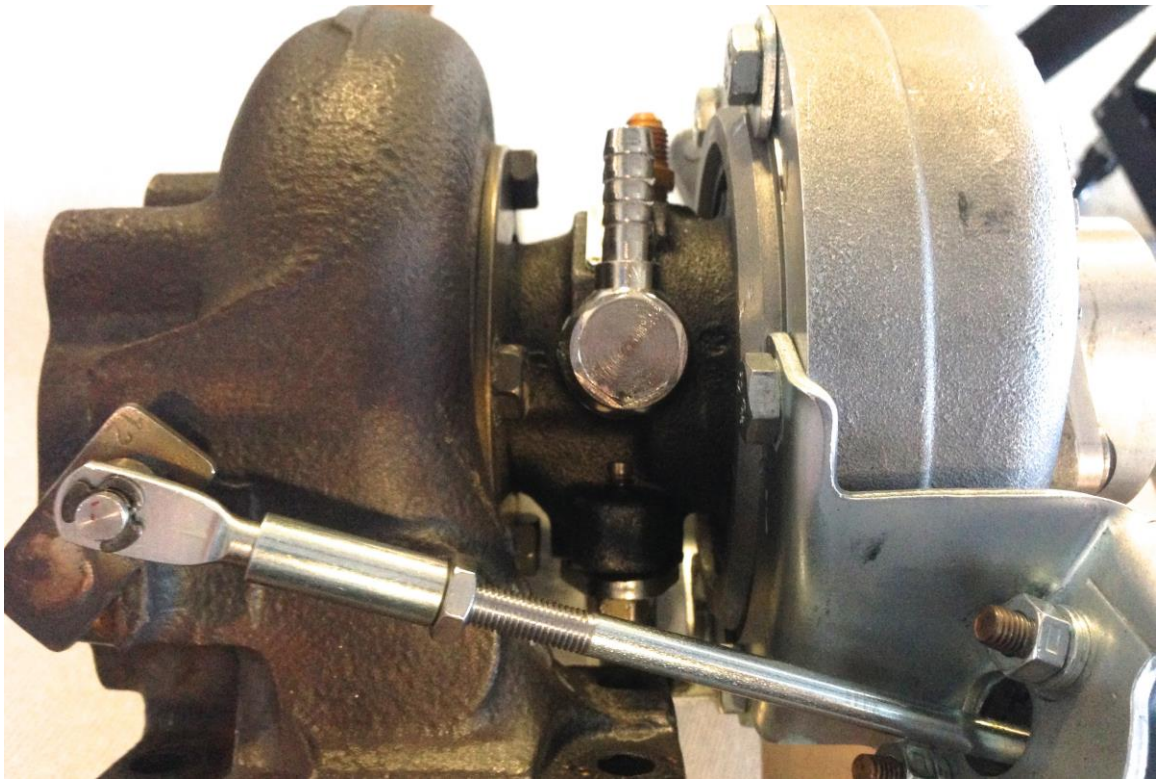


Attach the supplied length of silicone oil drain hose to drain tube and secure with the supplied worm-drive hose clamp.



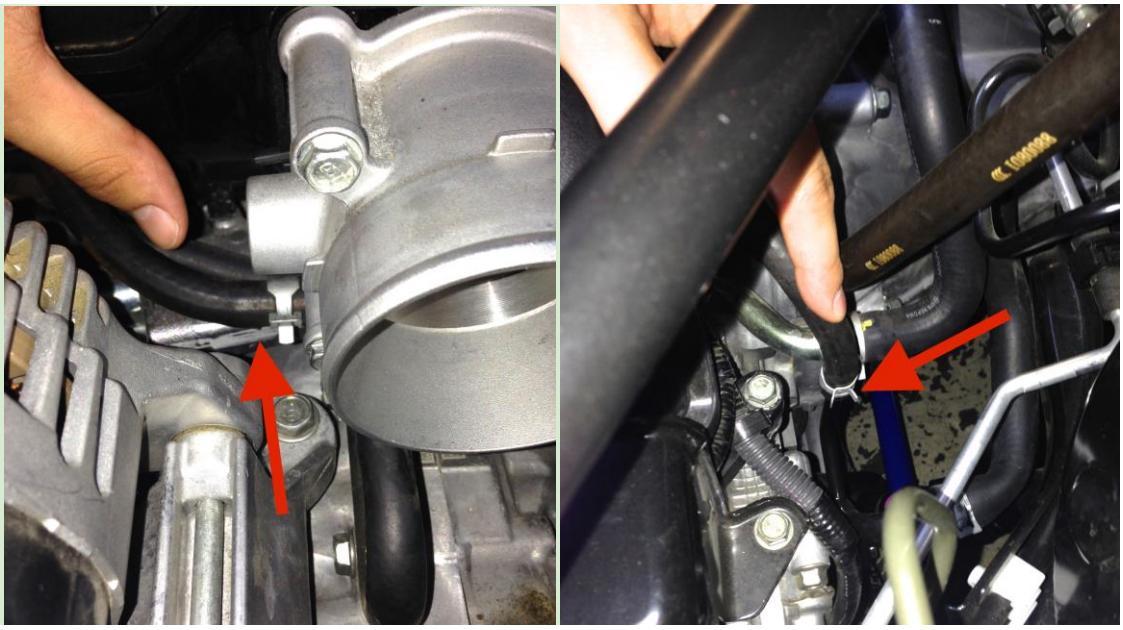
Install the gold oil fitting into the top of the turbocharger oil supply port and tighten until snug.

Install the first banjo coolant fitting. Be sure to include a crush washer on either side of the banjo fitting. Orient this fitting vertically up as shown below.



Install the second banjo coolant fitting, again ensuring use of a crush washer on either side of the banjo fitting. Orient this fitting as shown below: roughly 15 degrees right of vertical-down.

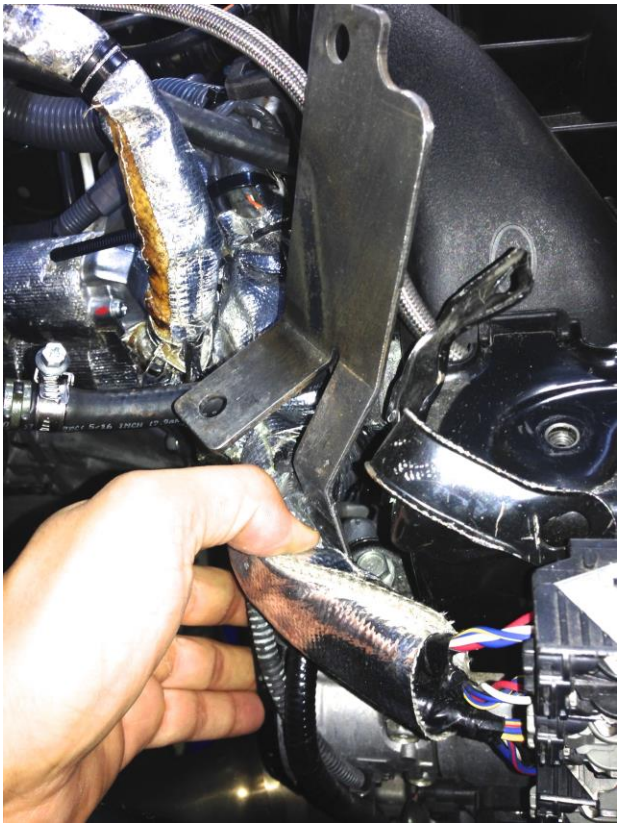
Ensure that engine/cooling system is cool enough for service. Remove the radiator cap to release any residual pressure in cooling system. Locate the coolant hose pictured on the left. This hose originates under the throttle body and ends on a fitting at the driver's side rear of the block.



Release the spring clamp on either end of this hose and remove the hose entirely. Because this hose runs underneath the intake manifold, it may require some manipulating to remove.

Find the included 5/16" coolant hoses. Install the longer hose to the connection under the throttle body, and route it under the intake manifold towards the turbocharger location. Install the shorter coolant hose to the upward-facing coolant fitting behind the block. Route this hose behind the intake manifold and towards the turbocharger location. Secure these fittings using the two spring clamps from the previously removed OEM coolant hose.

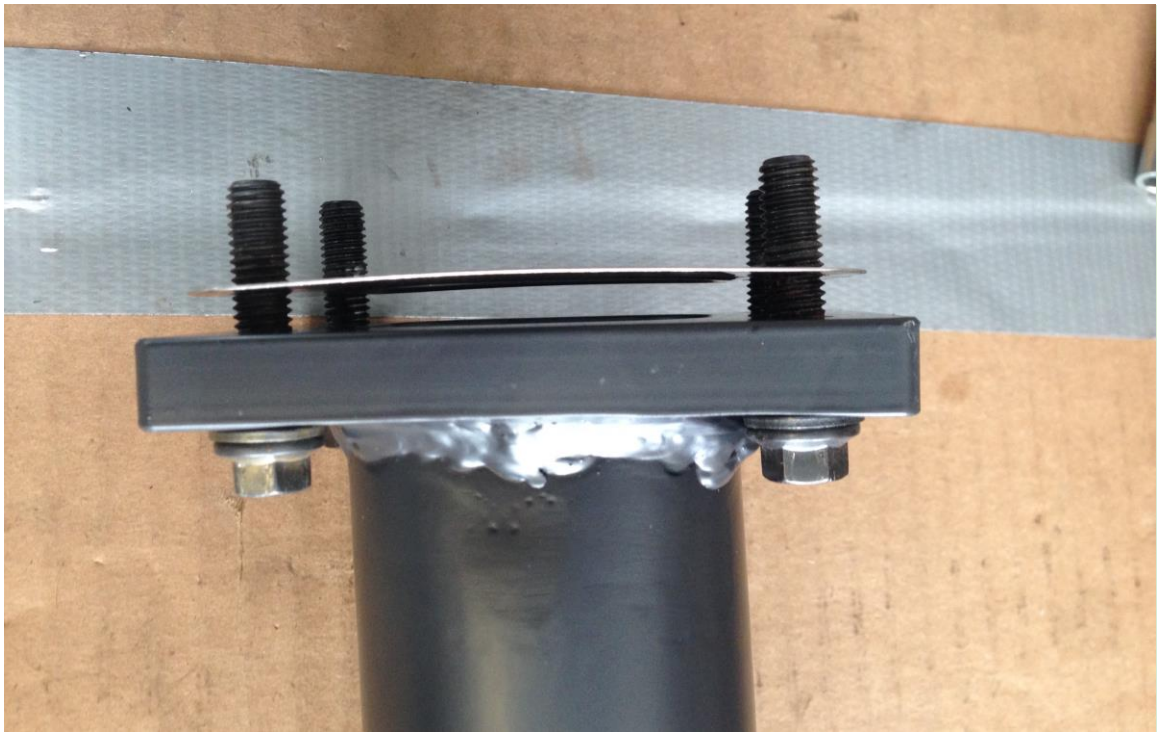
Install the provided turbocharger bracket as shown below. Ensure bracket's bottom foot rests on top of the injector cover. Re-use the factory 12mm-head bolt to hold down this bracket. Thread this bolt in but do not tighten it yet (the bracket must still be free to move around).



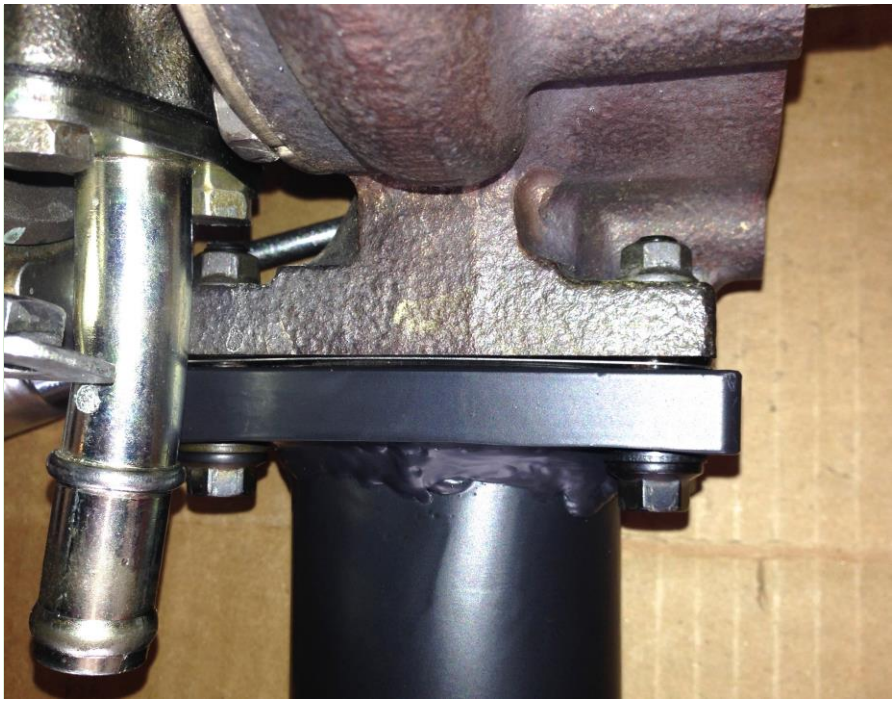
Install the supplied nut and bolt into the bracket's center connection, which mates to a plastic tab on the back of the intake manifold as shown below. Leave this connection loose for now as well.

# 6. Up Pipe & Turbocharger Installation:

On a workbench, place the rectangular gasket between the up pipe and turbocharger and loosely fasten them in orientation shown below.



Use the provided black bolts. Install with washers under the bolt heads. Orient the bolts upside down as shown below. Again, ensure that this connection remains loose at this time.



Lower the joined up pipe/turbo assembly into car and test fit. Install and loosely thread the following fasteners:
1x 12mm-head hex head bolt holding turbo bracket to injector cover
1x 10mm-head hex bolt + nut combo that attaches turbo bracket to intake manifold
2x 10mm-head hex bolts that attach turbo to bracket
2x 14mm-head nuts attaching up pipe to manifold.

Thread each of these fasteners incrementally, alternating frequently between tightening different connections. While tightening, manually wiggle turbo and up pipe to ensure that the assembly tightens in a relaxed state. This step is critical and allows the turbo/up pipe assembly to self-locate in the car.

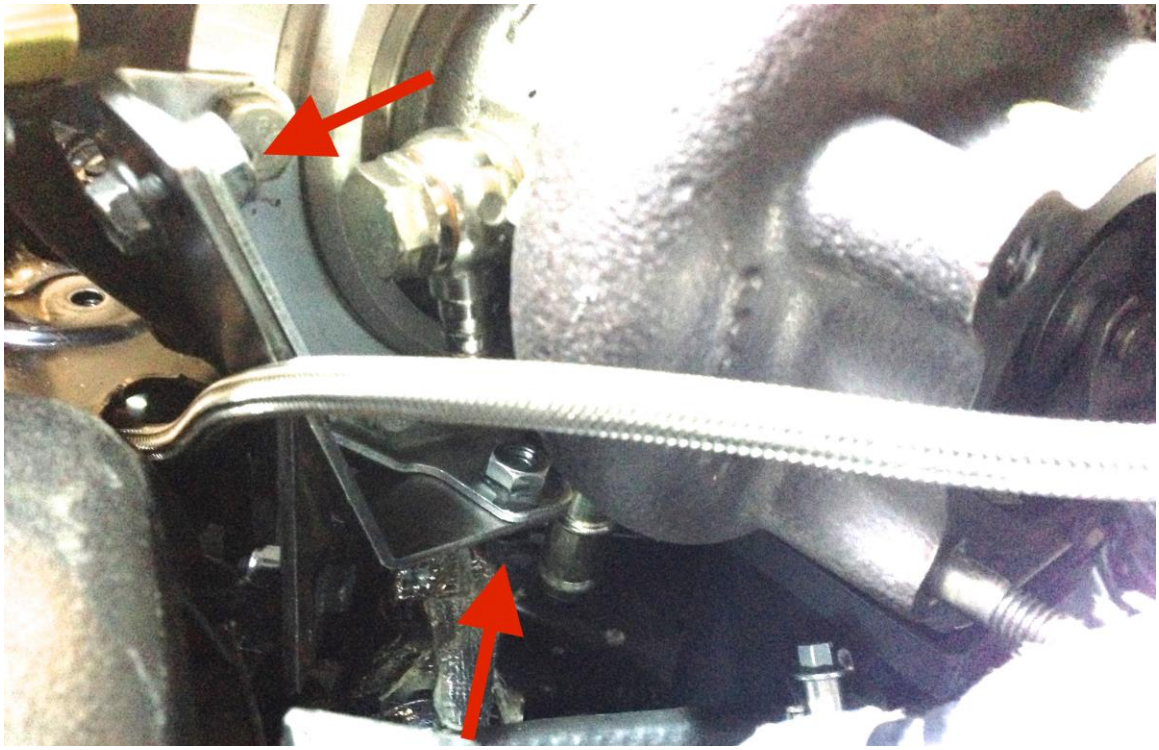
Once each of the aforementioned fastener connections are snug, use a 10mm socket along with a 10mm wrench to snug the fasteners that connect the turbo to the up pipe. Due to space constraints it may only be possible to snug two of the four fasteners at this time. This step is only intended to affix the turbocharger to the up pipe with proper alignment; final fastener torquing procedure is completed with the assembly on a bench.

Loosen and remove the two 10mm-head bolts attaching the turbocharger to the bracket. Loosen and remove the two 14mm-head bolts attaching the up pipe to the exhaust manifold. Pull the mated turbo/up pipe assembly out of the car. Tighten the 12mm-head bolt that fastens the bracket to the injector cover. Socket access is tight in this area; we recommend using a 12mm wobble socket. Tighten the 10mm-head bolt/nut connection that fastens the bracket to the intake manifold.

On a workbench, tighten and torque all four bolts that fasten the turbocharger to the up pipe. Tightening torque is 25 ft-lbs. Inspect junction between up pipe and turbocharger for proper gasket seal; a leak at this connection will be very time consuming to fix once the kit is fully installed.

Re-install assembly in car. Remember to install the supplied gasket on the exhaust manifold outlet. Slip the turbocharger's silicone oil drain tube onto the barbed oil fitting and secure with included worm-drive hose clamp.

Re-install and tighten the two M6 bolts that fasten the turbo to the bracket.



Re-install and torque the two 14mm-head nuts on the exhaust manifold. Again, inspect this junction carefully as an exhaust leak at this location will be time consuming to fix.

Connect the two coolant hoses routed earlier to the two barbed fittings on the turbocharger. The hose that originates at the throttle body connects to the upward-facing barbed fitting on the firewall/battery side of the turbo. Route the hose over the turbocharger to make this connection. Secure with supplied spring clamp. The hose that originates behind the engine block connects to the downward-facing barbed fitting. Make this connection and secure using supplied spring clamp.

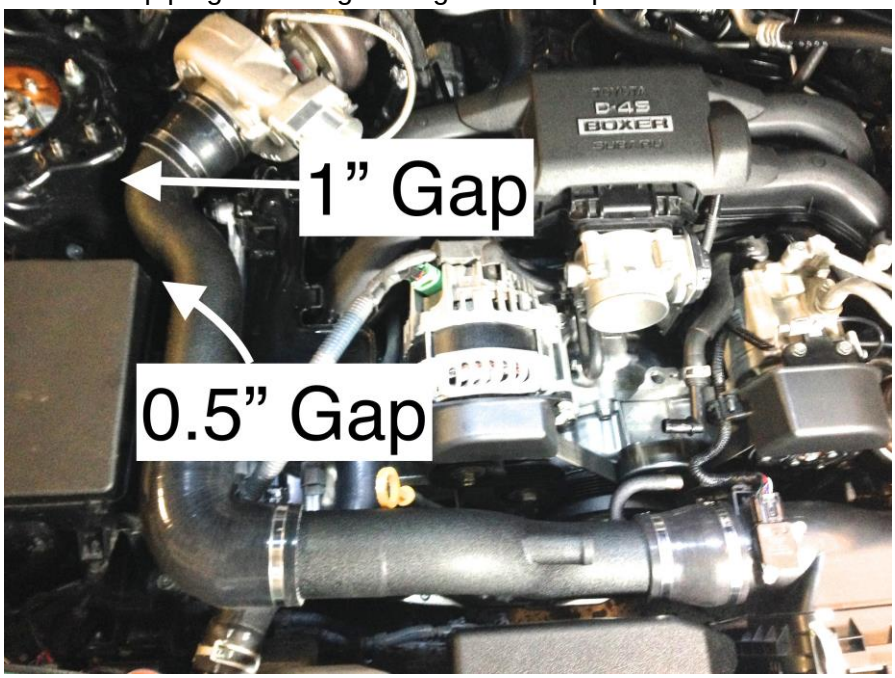
Locate the stainless-steel braided oil line routed earlier. Thread the 90-degree AN fitting into the gold oil connector on top of the turbo and tighten.

## 7. Compressor Inlet Tubing Installation:

Apply the adhesive-backed rubber on top of the electronic control module as shown.

Connect the two inlet pipes in the orientation shown using the silicone elbow. Using the provided tubing, silicone connectors, and hose clamps, create the tubing assembly as pictured below.

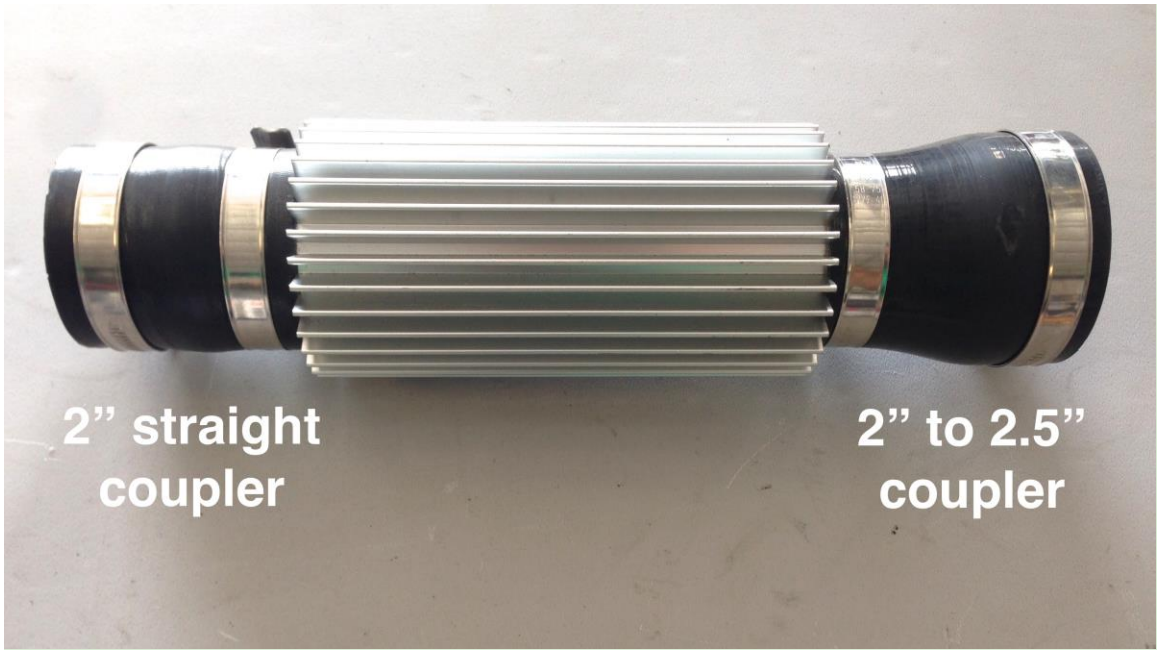
Install tubing assembly between turbocharger inlet and airbox. It may be necessary to adjust pipe protrusion into the silicone connectors during installation. Ensure proper clearance around all piping before tightening hose clamps.




**WARNING:** Avoid excessive tightening torque when installing worm-drive hose clamps. High tightening torque is not necessary to achieve proper sealing. Recommended tightening torque for supplied 9mm-wide worm-drive hose clamps is 29 **inch**-pounds. Over-tightening can damage silicone connectors and crush tubing.

## 8. Compressor Outlet Tubing Installation:

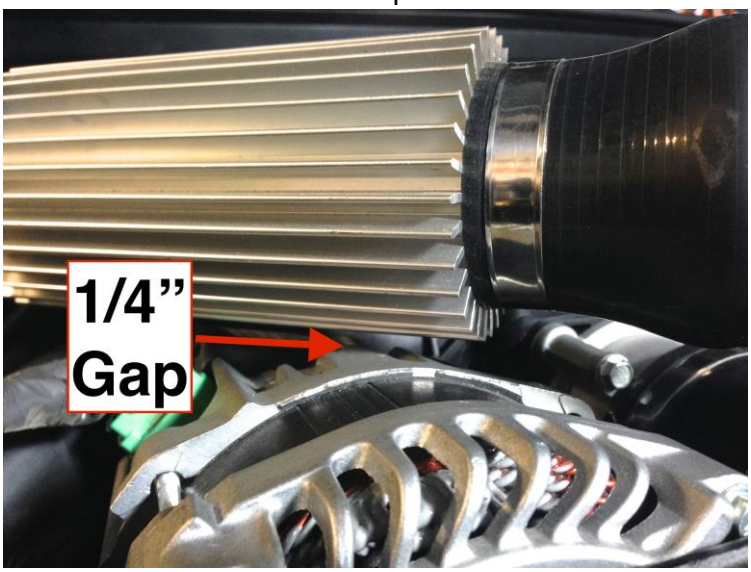
Pre-assemble the finned pipe assembly as shown.




Pre-assemble the angled u-pipe as shown. The larger silicone transition should be installed on the pipe leg that aligns with the smaller diverter valve fitting.

Leave all hose clamps loose until final tubing orientation is achieved. Install angled u-pipe onto throttle body in the orientation shown below.

The 1” tube fitting should point straight towards the front of the car as shown. Install finned tube between u-pipe and turbocharger compressor outlet. Clearance between alternator and finned tube can be adjusted by rotating angled u-pipe slightly. Adjust until there is roughly ¼” inch clearance between top of alternator and finned tube.



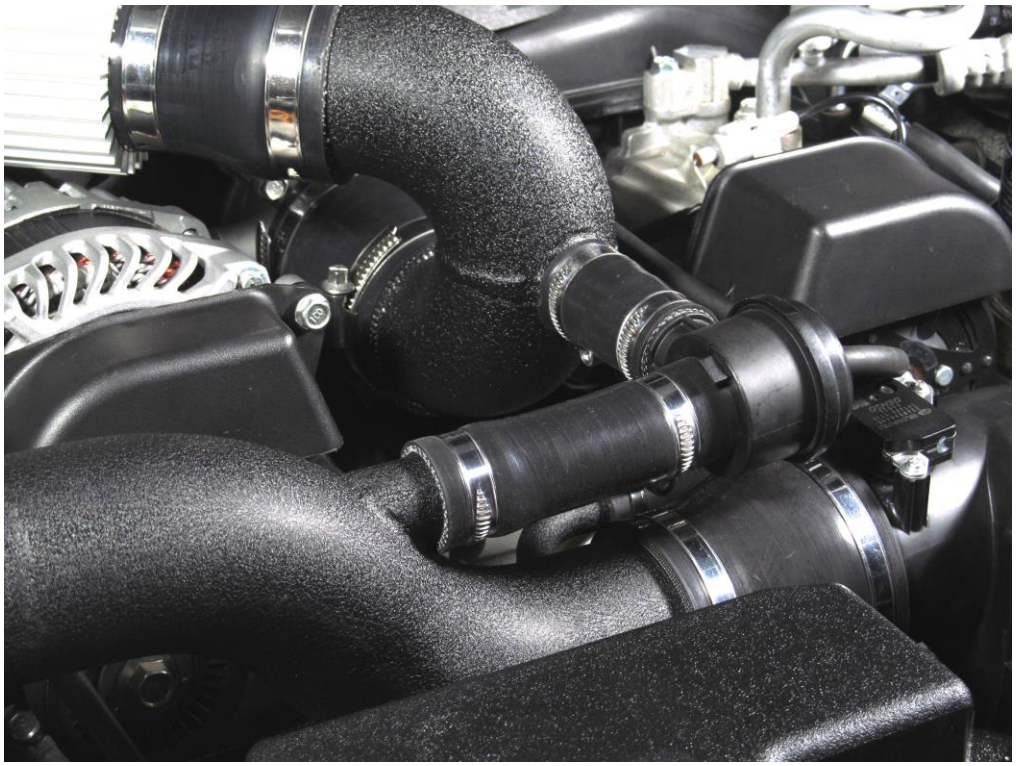

Tighten all clamps.

**WARNING:** Avoid excessive tightening torque when installing worm-drive hose clamps. High tightening torque is not necessary to achieve proper sealing. Recommended tightening torque for supplied 12mm-wide worm-drive hose clamps is 47 **inch**-pounds. Over-tightening can damage silicone connectors and crush tubing.

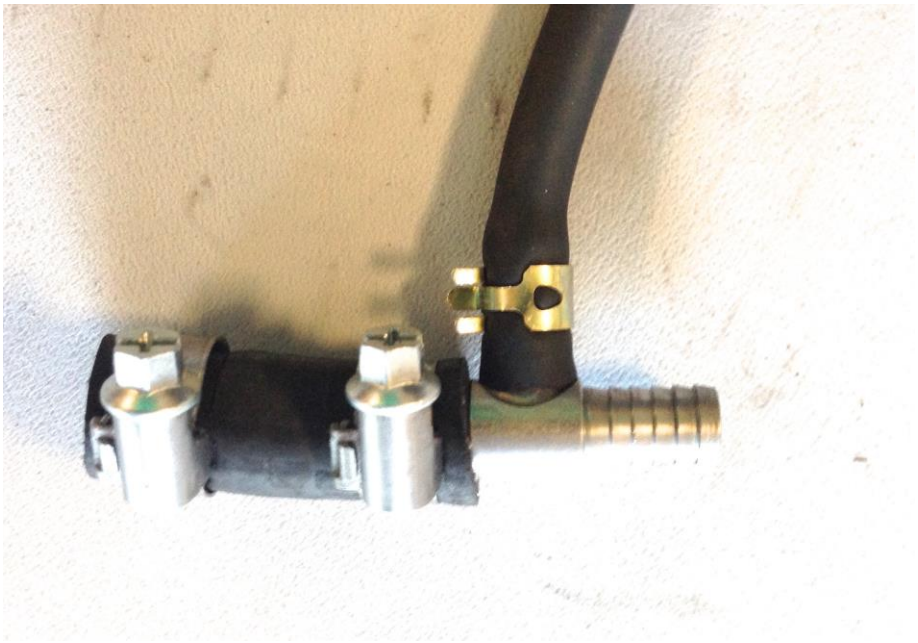
# 9. Diverter Valve Installation:

Attach the two provided lengths of silicone hose to the diverter valve as shown. The longer hose should be affixed to the fitting that runs in line with the diverter valve body. Install worm-drive hose clamps onto each length of silicone hose.

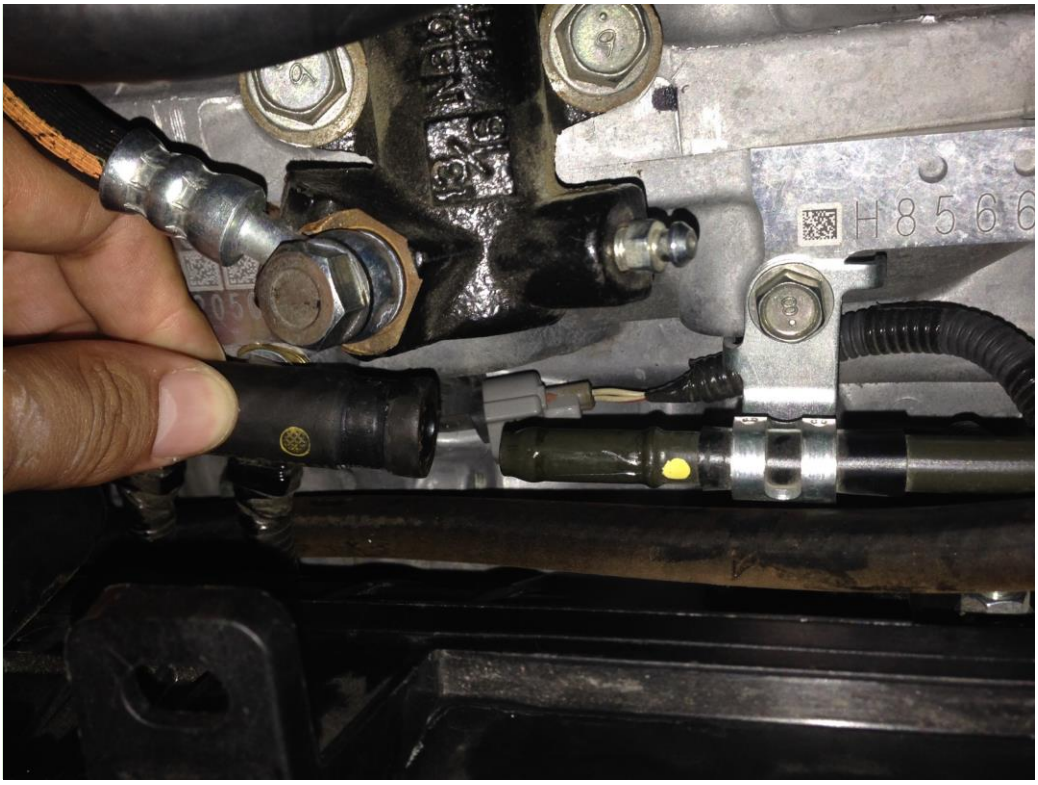
Install in the orientation pictured below.



Slide the short length of rubber tubing onto one end of the stainless T-fitting and secure with provided hose clamp. Slide the long length of vacuum hose onto the T's smallest fitting and secure with the provided spring hose clamp. Refer to the picture below.



Locate the brake booster connection behind the intake manifold. Disconnect this connection and discard the OEM spring hose clamp.



Slide the T-fitting into place and secure on both ends using the supplied worm-drive hose clamps.

Route the small-diameter vacuum hose up towards the diverter valve. When routing, ensure that the line is not pinched or kinked, and that it is secured and out of the way of moving engine components. Attach the free end of the vacuum hose to the small fitting on the diverter valve, securing with the provided spring clamp.

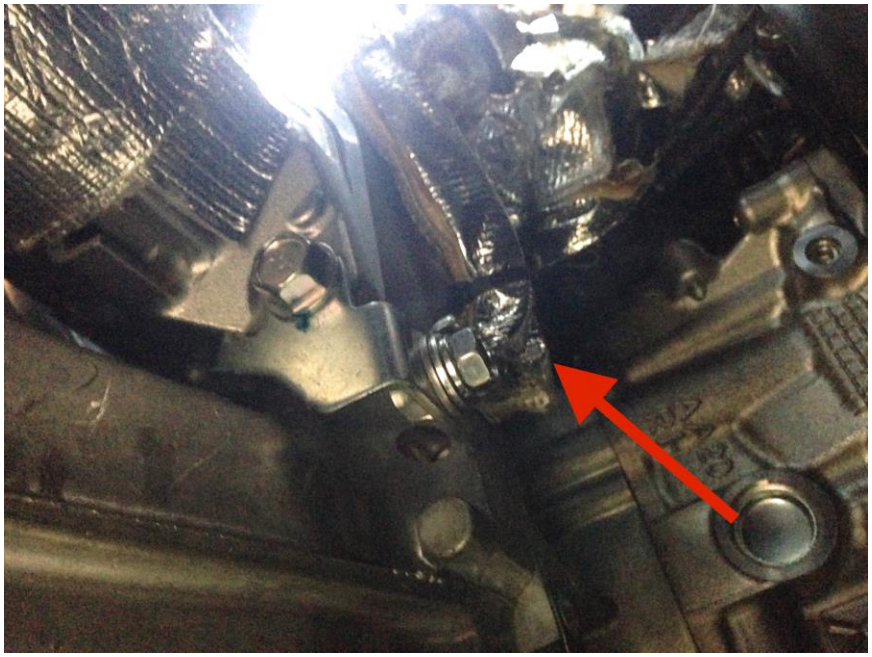
## 10. Downpipe Installation:

Slide the supplied gasket over the turbocharger stud, ensuring correct orientation as pictured below.

Install downpipe. Apply light coating of anti-seize to the supplied fasteners. Attach downpipe to turbocharger housing using the provided bolts with washers and the single flanged nut. Use the supplied washers under bolt heads. Tighten fasteners in a star pattern to ensure proper gasket sealing. Tightening torque is 25 ft-lbs.

Underneath car, fasten downpipe outlet to front pipe using the supplied fasteners and gasket.

Re-install the 14mm-head bolt that fastens the front pipe to the chassis and remove any straps or support provisions installed to support hanging exhaust. Check around downpipe path for clearance. It may be necessary to rotate or adjust manual transmission grounding wire to move away from downpipe path.

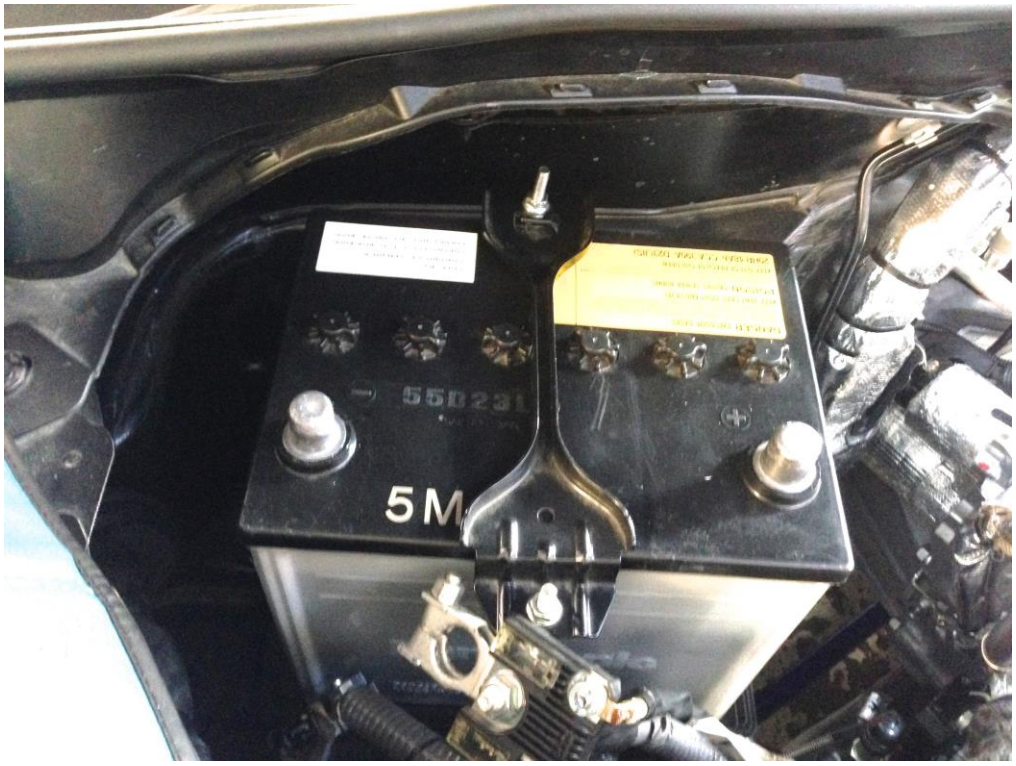


## 11. Battery Heatshield Installation:

Remove the battery tie-down bracket and associated hardware. Remove battery from car. Remove plastic battery tray.

Slide in the provided WORKS heatshield. The two holes in the bottom of the heatshield should align with the two holes in the frame that mate to the bumps on the underside of the battery tray.

Reinstall the plastic battery tray, ensuring bump alignment in the holes. Place battery back in tray, ensuring that tray and heatshield stay aligned. Once battery has been placed in tray, slide battery as far towards the fender/a-pillar as the tray will allow – moving the battery away from the turbo helps keep it cool. Reinstall battery tie-down tray and associated hardware. Reconnect battery leads.



# 12. Final Preparation & Recommendations:

## A. ECU Flashing:

Regardless of which tool you are using, your very first step is reading your ROM ID from your ECU by plugging in and using your respective software to do so. This information must be provided to WORKS before you receive any tune files.

EcuTek – Send us your dongle ID, it is the 6-digit string of alphanumeric characters that identify your specific dongle. Once you receive your tune file, flash it into your ECU via EcuTek'sProECU software.

OpenFlash Tablet – Upload the tune file to your tablet. Write your new tune to your ECU following OpenFlash Tablet instructions.

brzEdit – Simply open the tune file in the brzEdit software, send to Flash Utility, and write to your ECU.

## B. Oil Change:

Change vehicle engine oil and filter. WORKS recommends use of full synthetic 5W-30 engine oil in conjunction with this kit. Extreme climate vehicles may require a different oil grade for optimum engine operation.

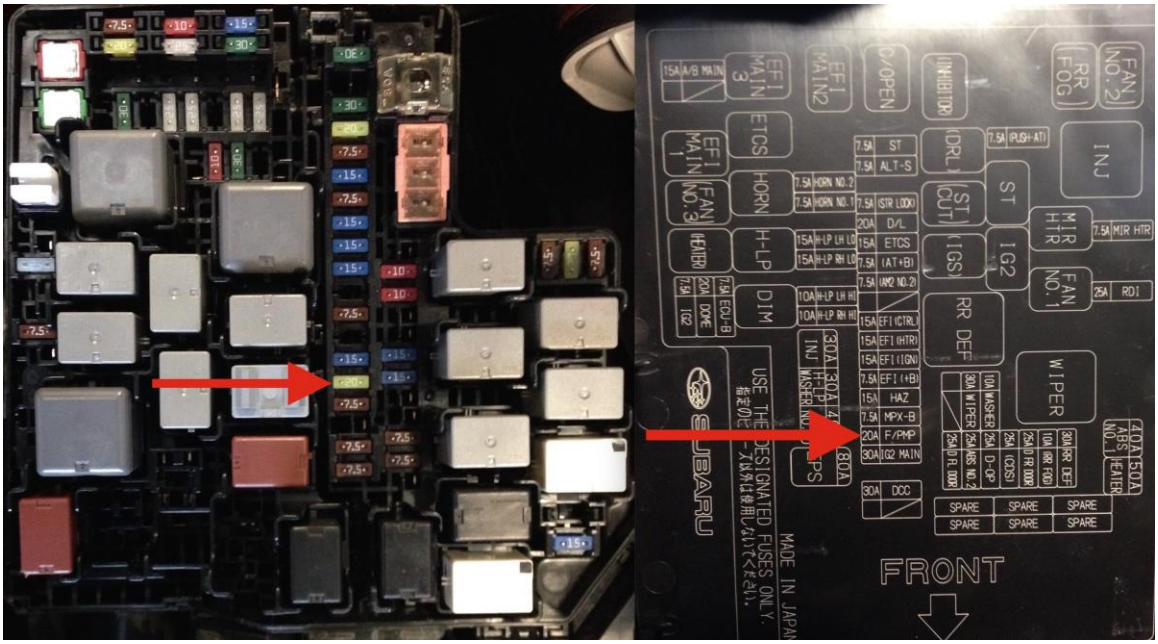
## C. Pressure Test:

It is highly recommended to pressure test the intake tract using a regulated compressed air source prior to vehicle operation. No more than 12 psi of intake tract pressure is needed to reveal boost leak sources.

## D. Oil System Priming:

Before proceeding, visually check all engine bay wiring to ensure proper heat shielding, and to ensure there is sufficient clearance between wiring assemblies and adjacent components.

Open the engine bay fuse box and pull the 20-Amp fuel pump fuse pictured below.




Sitting in the vehicle, crank engine continuously for 7 seconds, then allow it to sit for ~15 seconds after cranking. Repeat this procedure twice for a total of three cranking events. This builds oil pressure and primes the turbocharger.

Replace fuse, start engine and allow car to idle up to operating temperature. Check all connections for oil, coolant, or exhaust leaks. Bleed and burp cooling system.

## E. Re-checking Torque& Heat Shielding:

It is recommended to re-check torque on the following fasteners after the car has completed a full heat cycle:

4x turbo to up pipe fasteners
5x turbo to downpipe fasteners
2x 14mm up pipe nuts
2x 14mm downpipe fasteners

It is also recommended to re-check wiring heat shielding after the vehicle has completed roughly 10 full heat cycles to ensure proper shielding and clearance is maintained.

# Legal:

**Important Information – Please Read:**

Legality: Some products sold by WORKS may not be legal for use on public roads in your jurisdiction. You are urged to check your state and local laws before installing these competition and sport parts on vehicles intended for use on the public roads. We make no guarantee or warranty as to the legality of any parts listed for use on public roads. Certain parts manufactured and/or distributed by WORKS may be deemed not legal for sale on pollution controlled and/or street vehicles in certain states or countries. Certain parts may not be legal for sale or use in California on pollution controlled motor vehicles.
By purchasing these products, customer warrants that he or she fully accept the legal responsibility for any and all parts purchased, and agrees to hold harmless WORKS in any and all matters arising out of non-legal use of such parts.

Hold Harmless:
Customer warrants that he or she fully accepts the legal responsibility for any and all parts purchased, and agrees to 'hold harmless' WORKS in any and all matters arising out of use of such parts.

Shipping Damage: Obvious damage to package(s) must be noted by the customer at the time of receipt and reported immediately to the shipper. Hidden damage must be reported to carrier immediately. In both cases, damages are to be settled between the customer and the carrier. We will assist the customer if and when necessary. Our errors, i.e., mis-shipment, etc., will be handled immediately after being brought to our attention.

Factory Warranty/Service: WORKS products will not automatically void or compromise your factory warranty. Although it is commonly thought that the installation of aftermarket parts will void the factory warranty, The Magnusson-Moss Warranty - Federal Trade commission Improvement Act of 1975 protects consumers from such fraudulent activity by new car dealers. Under the Act, aftermarket equipment that improves performance does not void a vehicle manufacturer's original warranty, unless the warranty clearly states the addition of aftermarket equipment automatically voids your vehicle's warranty or if it can be proven that the aftermarket device is the direct cause of the failure. The easiest way to check this is to look in your owner's manual under, "what is not covered". Under Magnusson-Moss Act a dealer must prove, not just vocalize, that aftermarket equipment caused the need for repairs before they can deny warranty coverage. If they cannot prove such claim-or proffer a questionable explanation- it is your legal right to demand compliance with the warranty. The Federal Trade Commission (202-326-3128) administers the Magnusson-Moss Act and monitors compliance with warranty law.

WORKS Warranty: WORKS products* carry a 12month, 12k mile limited warranty from date of first sale to the original purchaser against defects in materials or workmanship when installed by an Authorized WORKS Dealer and accompanied by the original proof of purchase. The warranty does not cover wear and tear items such as clutches and brakes. The customer’s sole remedy is limited to repair or replacement at WORKS’ sole discretion.
This warranty does not cover misuse, faulty installation, failure or damage of any other parts, or parts purchased other than from WORKS or WORKS Dealers. In no event shall WORKS be liable for labor or service charges from the replacement, removal, installation, or shipping of WORKS product or related products.
Warranty concerns must be communicated to WORKS within *three* (3) days of becoming aware of any defect during the Warranty Period. Dealer must provide all necessary access and information to enable WORKS to ascertain or verify the nature and cause of the defect and to carry out its obligations under the Warranty.
Customer warrants that he, she, or they fully accept the legal responsibility for any and all parts purchased, and agrees to 'hold harmless' WORKS in any and all matters arising out of use of such products.WORKS is not liable for any loss, damage costs suffered by the Dealer or by a third party whether direct or consequentially arising out of any dispute for breach of contract, negligence, breach of statutory duty, or for any other contractual or tortuous claims or proceedings made by or brought against the Dealer in connection with or relating to the supply of the product.
Products sold by WORKS that are not WORKS’ products carry their own manufacturer’s Warranty.
*WRP (WORKS Racing Products) are excluded.